

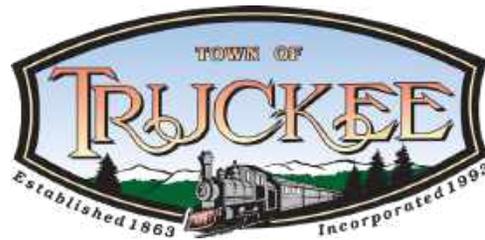


# TRUCKEE TRANSIT CENTER RELOCATION FEASIBILITY STUDY

October 2020

# Truckee Transit Center Relocation Feasibility Study

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# Attachments

Attachment A: Transit Center Relocation Operational Analysis

Attachment B: Outreach Summary

Attachment C: Site Information



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**PREFERRED SITE**



# Executive Summary





# 0. Executive Summary

The current transit center in downtown Truckee (Truckee Depot) is served by 5 different public transportation services, including:

- ❖ Tahoe Truckee Area Regional Transit (Regional)
- ❖ Tahoe Truckee Area Regional Transit (Truckee local)
- ❖ Greyhound Lines interregional bus
- ❖ Amtrak Thruway Bus Service
- ❖ Amtrak California Zephyr passenger train
- ❖ Ski shuttles and special events

The current 1-acre site is operating at capacity during peak times, causing congestion and safety concerns. The Town of Truckee spearheaded this planning study to explore relocating transit services to another location to accommodate current and future mobility of the Truckee area. This study was guided by the Town, a transportation consultant, a project advisory committee, and a thorough community input process. The resulting report documents that process, and includes the following sections:

- ❖ Existing Conditions Analysis
- ❖ Transit Operations Analysis
- ❖ Transit Center Needs Analysis
- ❖ Transit Goals
- ❖ Site Analysis
- ❖ Recommendations
- ❖ Funding and Implementation Strategy

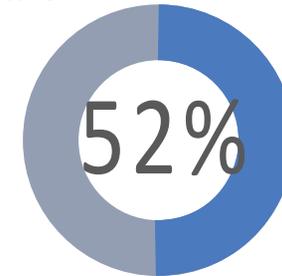
Fifteen original sites were identified as potential relocation options and were evaluated for feasibility by the Project Advisory Committee, community and Town of Truckee. Based on the evaluation criteria, three sites were selected as top candidates and conceptual site designs were prepared for those sites. The site analysis and conceptual transit center designs were then ranked and the preferred site was selected.

The preferred site is located in the northern balloon track area of the Truckee Railyard Master Plan. The .91 acre site is strategically

positioned near downtown Truckee and planned development in the area. The North Balloon Site will accommodate the Tahoe Truckee Area Regional Transit and shuttle transit services, while the Greyhound and Amtrak Thruway services will remain at the Truckee Depot. Current and planned transit operations will integrate effectively with the new location of the Truckee Transit Center and improve mobility for locals and visitors for the foreseeable future.

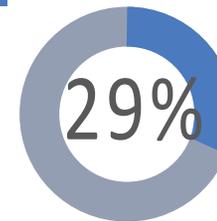
## Site Evaluation Criteria

- » Availability
- » Parcel Size
- » Land Use Compatibility
- » Impact to transit routes
- » General circulation impacts
- » Accessibility
- » Parking Availability
- » Parking impact



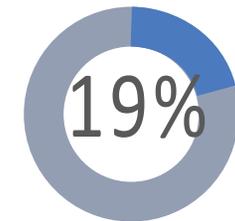
### NORTH BALLOON SITE

*52% of respondents marked the North Balloon Site as their first choice or preferred site for the new Transit Center.*



### DEPOT SITE

*29% selected the Depot Site as their 'First Choice'*



### DONNER PASS ROAD PARKING LOT SITE

*19% selected Donner Pass Road Parking Lot Site as their 'First Choice'*



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# Introduction



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# 1. Introduction

## 1.1 Town of Truckee

Truckee is located in Nevada County in Northern California, east of Donner Pass along Interstate 80 in the Sierra Nevada mountain range. Incorporated in 1993, Truckee sits 12 miles north of Lake Tahoe, 30 miles west of Reno, NV and 100 miles northeast of Sacramento.

Surrounded by scenic peaks and ridgelines, Truckee is situated within the Truckee River valley at an elevation of 5,540 feet. Hiking, swimming, climbing, and other recreation opportunities accessed through the Truckee are available year-round. Mountains, rivers, and lakes, including Donner Lake and the Truckee River, are only a short drive or bicycle ride from downtown Truckee. In the winter, Truckee is a hub for skiing and other winter outdoor recreation, with several ski resorts located a short drive or bus ride from the community core.

Truckee has a rich history and unique setting that is reflected in the downtown architecture, including the historic Truckee Depot transit center. The Washoe Tribe inhabited the region for thousands of years prior to colonial settlement. During the 1830s and 1840s, increasing numbers of pioneers began to traverse the Humboldt Desert westward toward the Truckee River Basin. These settlers renamed the river after a friendly Paiute Chief who safely guided their wagons over the Sierra Pass into California. The river, valley, and town all derive their names from Chief (Trokay).

The community of Truckee grew around the logging industry and the Transcontinental Railroad (today the Union Pacific Railroad line) which continues to travel through the existing Depot in Truckee. Throughout the 20th century, Truckee's major source of economic activity shifted to center around winter sports. The 1960 Winter Olympics were held at Squaw Valley Ski Resort, located approximately 10 miles south of Truckee, and the region continues to be a common destination for outdoor enthusiasts.



Figure 1.1: Location Map

## 1.2 Project Background

The Truckee Transit Center Relocation Feasibility Study (the “Study”) is a planning effort focused on accommodating the future transit center needs in Truckee. The Study evaluated current transit operations and future transit needs and the feasibility of relocating some services to a new location within downtown Truckee. Several potential sites within downtown Truckee were analyzed for compatibility with existing and future transit, cost, location and other factors to arrive at a preferred site location vetted by the community and stakeholders.

The current Truckee Transit Depot (the “Depot”) is located in historic downtown Truckee along the Union Pacific Railroad line. Operators that use the Depot include the inter-regional services of the Amtrak California Zephyr passenger rail, Greyhound Lines buses, and Amtrak Thruway Bus Service. This Study focuses mainly on the more local transit systems which include Tahoe Truckee Area Regional Transit (TART) fixed route buses, Regional TART and North Lake Tahoe Express. In addition, various seasonal shuttles and tour buses use the transit center. All these services are described in further detail in Chapter 2 – Existing Conditions.

Currently, the Depot is over capacity, which causes traffic congestion as well as safety issues for transit providers, travelers and visitors to the downtown area. Along with pedestrian circulation and safety issues on and connecting the site, buses frequently queue out of the transit center onto Donner Pass Road throughout the day, especially during peak travel hours. At the peak time of 3:00 p.m., the transit center accommodates ten buses in a ten-minute period serving six different service lines. The transit center only has the capacity for approximately four buses.

Ridership for the services which utilize the Depot site is currently over 51,000 annual one-way passenger trips and is projected to reach 383,000 one-way passenger trips by 2040. The current location and layout of the Depot is not adequate to meet these future needs and will continue to create congestion and hazardous conditions in downtown Truckee if not mitigated.



Historic downtown Truckee is a bustling hub of economic and social activity, with visitors and locals converging at restaurants, shops, and services adjacent to the transit center. This area generates its own traffic and parking challenges, which, when combined with the transit congestion produced at the Depot, creates safety concerns and affects access to downtown commerce.

The Truckee Transit Center Relocation Feasibility Study integrates technical analysis and community input to arrive at a practical solution to the long term plan for mobility in Truckee. The preferred site will meet existing and future multi-modal transit needs for the Truckee, ultimately providing safer access to transit, reducing traffic congestion, and accommodating increased transit services throughout the region.

### 1.3 Regional Planning Goals

Existing planning documents were collected and reviewed to ensure this Study coordinates with the overall regional vision for Truckee and regional mobility goals. The Study was developed to align with the goals, objectives, policies, and concepts presented in previous planning efforts. The following plans outline transit needs, goals, and strategies affecting Truckee, and were reviewed when preparing this Study.

#### 1.3.1 Truckee Long-Range Transit Plan

The Truckee Long-Range Transit Plan (2017) presents a conceptual plan for the long-range expansion of transit services in the Truckee area. It builds on other regional efforts to expand public transit options and includes community input about the importance of public transportation in serving Truckee residents, employees, and visitors and in solving parking and traffic problems.

#### 1.3.2 Systems Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County

The Systems Plan for Eastern Placer County provides a focused plan that includes a review of existing service area characteristics, a

summary and evaluation of existing transit services and a shorrange service, capital, management, and financial plan for the Placer County TART program. The plan was built upon regional efforts such as the Transit Vision and existing conditions. The plan concluded that for the foreseeable future, operating funding is not sufficient to fully fund all Transit Vision improvements and presented service improvements dependent on new funding sources.

#### 1.3.3 Placer County 2036 Regional Transportation Plan

The Placer County 2036 Regional Transportation Plan provides direction, actions, and funding recommendations that are focused on meeting short and long range transportation needs throughout Placer County. Action elements of the plan include a vision and plan for the North Lake Tahoe Resort Triangle that include the following:

- ❖ Increased service frequency;
- ❖ Increased night hours of service;
- ❖ Year round service on SR 267;
- ❖ Free service (no charge to the rider);
- ❖ Unified branding on all transit services; and
- ❖ Single governance and administration is assumed as the most likely approach to delivering the future services.

#### 1.3.4 2025 General Plan (2006)

The 2025 General Plan describes a Vision for Truckee's future that recognizes the importance of an adequate and well-connected circulation system to support desired future land use patterns and foster connections between residential neighborhoods, commercial areas, and Truckee's open spaces. The Vision also recognizes the relationship between transportation, the environment and community character by calling for compact, connected and neighborhood-oriented development that promotes alternate modes of travel and decreases dependence on automobile use. The Circulation Element of the General Plan addresses each of these aspects, supporting the Vision Statement through a series of guiding principles, goals, policies and actions to guide the development of a safe and efficient circulation system for all users, in keeping with the



Town’s community character.

The Circulation Element includes Guiding Principles that support the overall vision, one of which is to “promote a safe and efficient transit system, including both bus and rail, to reduce congestion, improve the environment, and provide viable alternatives to the automobile.” The Circulation Element includes the following goal and policy regarding transit, which are supported by this Study:

- ❖ Goal CIR-11: Enhance the existing bus and rail transit system in Truckee.
  - » Policy 11.5: Encourage the development of facilities for convenient transfers between different modes of transport, especially to provide connections to rail and intercity bus service.

### 1.3.5 Linking Tahoe: Regional Transportation and Sustainable Communities

Linking Tahoe: Regional Transportation and Sustainable Communities Strategy (2017) is the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Tahoe Regional Planning Agency. The RTP/SCS determines six overarching goals for the regional transportation system, as follows:

- ❖ GOAL 1: ENVIRONMENT Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.
- ❖ GOAL 2: CONNECTIVITY Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.
- ❖ GOAL 3: SAFETY Increase safety and security for all users of Tahoe’s transportation system.
- ❖ GOAL 4: OPERATIONS AND CONGESTION MANAGEMENT Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

- ❖ GOAL 5: ECONOMIC VITALITY & QUALITY OF LIFE Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.
- ❖ GOAL 6: SYSTEM PRESERVATION Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

The Plan supports all major goals envisioned by the RTP/SCS by planning for expanded transit capacity in downtown Truckee and creating more comfortable conditions for all modes, making a more inviting downtown Truckee for residents and visitors.

### 1.3.6 Truckee Railyard Mixed-Use Development Master Plan

The Truckee Railyard Mixed-Use Development Master Plan (2016) outlines a plan for developing the 75-acre Truckee Railyard Master Plan Area site just east of downtown Truckee into a mixed-use neighborhood including residential, commercial, and industrial uses. The Master Plan was created to capture and describe the Town’s vision for the Railyard Area and to guide its future redevelopment, and includes development standards and design guidelines to help ensure that future development is consistent with the Town’s vision for the area. The Truckee Railyard is an integral part of Truckee and will essentially double the area of downtown while providing additional housing and industrial space.

Four planning goals are established in the Plan to guide implementation of the Vision Statement, and are as follows:

1. Encourage vibrant and economically sustainable mixed-use redevelopment that offers diverse retail, entertainment, employment and housing opportunities.
2. Provide a connected community with places that are easily accessible to pedestrians, bicyclists and drivers.
3. Create an enjoyable public realm with a strong sense of place that complements Truckee’s unique historical and mountain town character.



4. Encourage an efficient use of resources and improved environmental and community health.

The 2016 Plan builds on the key policies and concepts of the 2009 Truckee Railyard Master Plan, which was developed with the intent of formulating and formalizing the Town's vision for the Railyard Area and to guide its future redevelopment (see Figure 1.2). In 2015, the California Strategic Growth Council awarded the Truckee Railyard Master Plan project an \$8 million grant, bringing its total secured funding to \$14 million. This funding supports infill development adjacent to Truckee's historic downtown.



Figure 1.2: Truckee Railyard Master Plan



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# Existing Conditions



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## 2 Existing Conditions

### 2.1 Current Transit Depot

The existing historic Truckee Transit Depot (the “Depot”) is a semi-open-air facility situated in downtown Truckee where it serves as a vital hub for regional and local transit services. Historically, the Depot has welcomed rail passengers to Truckee since the Central Pacific Railroad constructed it in the late 1860s. The Depot building was reconstructed in 1900 and now houses the Chamber of Commerce and a California Welcome Center. The Depot is a major transit stop for multiple services including Greyhound, Amtrak Passenger Rail, Amtrak Thruway Bus, and the regional and local Tahoe Truckee Area Regional Transit (TART). The Depot’s history and location in the heart of downtown Truckee make it an essential feature of the local community and economy.

In recent years, downtown Truckee has experienced significant growth and new development. In addition to new businesses opening along the historic Commercial Row and adjacent streets, new homes, hotels, and vacation rentals have been built. The Truckee Railyard just east of downtown is in the midst of redevelopment into residential, commercial, and industrial uses. These changes have increased vehicle traffic on Donner Pass Road, with further increases projected, and have spurred discussion regarding the need for expansion or relocation of the transit center. Chapter 3 discusses transportation circulation in further detail.

Currently, several transit services are offered at the Depot, ranging from local shuttles to interstate rail. The following sections describe these services in detail.





### 2.1.1 Current Services Offered

#### Truckee TART & Seasonal Shuttles

Truckee operates local public transit service in and around the Truckee area. The Truckee TART fixed-route service eliminated all passenger fares on July 1, 2018.

#### Fixed Route

The Truckee Local Route consists of a fixed-route service operating between Hennes Flat and the West End Beach at Donner Lake. Major stops include Tahoe Forest Hospital, Truckee Depot, Crossroads Center, Community Recreation Center, Senior Apartments, and Gateway Center. One 28' medium-duty bus services this route on hourly headways seven days a week between 6:05 AM and 7:23 p.m. In the westbound direction, the route has seven minutes of scheduled layover/recovery at the Truckee Depot, which allows for timed transfers with TART Regional Route 89. In the eastbound direction, even though the route only has a brief drop-off/pickup stop at the Depot, it does allow for a timed connection with TART Regional Route 267.

The Truckee Night Service operates between Truckee and the Northstar and Squaw Valley Resorts during peak winter and summer from 6 p.m. to 11:30 p.m.. The service ends one-hour earlier during the shoulder seasons.

According to the Draft Truckee Transit Route Study, fixed route services had an annual ridership of 16,567 in FY 2018/19. This figure reflects an annual increase of 4,664 (39.2%), attributed to elimination of fares.

#### Dial-A-Ride

The Truckee TART program also includes Dial-A-Ride services throughout the Town limits that operates the same days and hours as the Truckee Local Route. Reservations are required 24 hours in advance. Rides are provided at no fare to ADA certified passengers, at a \$2 fare for seniors and children and a \$6 fare for adults. Dial-A-Ride services had an annual ridership of 7,304 in FY 2018/19. This

figure reflects an annual increase of 996 (15.8%).

#### Shuttles

The Town also provides specialty shuttle service during peak visitation periods. In late December, during the Christmas and New Year's season, the Town provides the Holiday Shuttle. This seven-route evening shuttle network connects all Truckee neighborhoods with downtown Truckee. Buses operate every 30 to 60 minutes from approximately 6:00 p.m. to 2:00 a.m. Additionally, the Town contracts Northstar Resort to provide the Truckee Thursdays shuttle from June through August. Because Donner Pass Road is closed for this event, the shuttles do not directly serve the Depot.

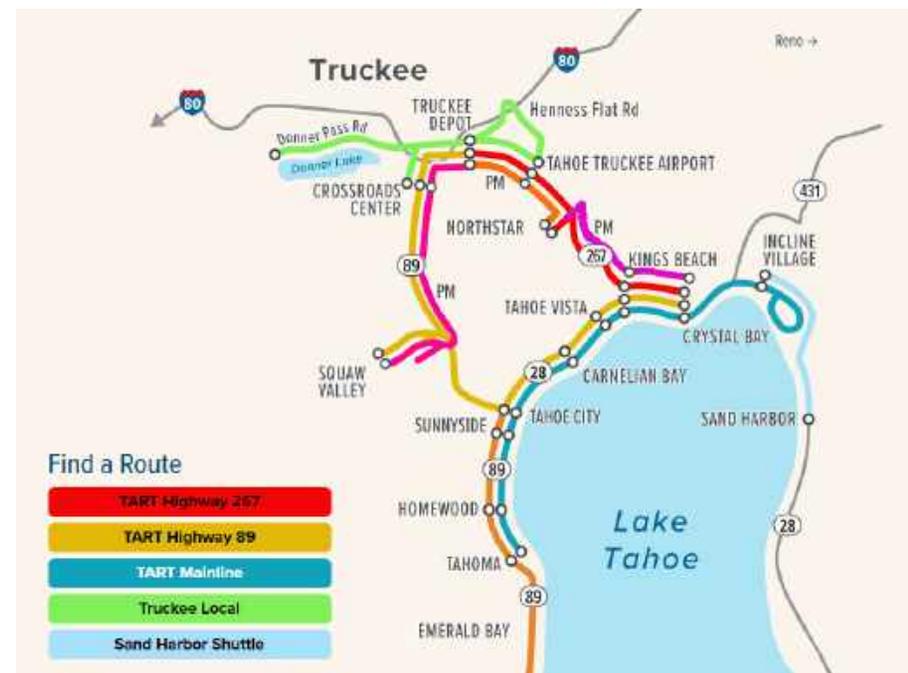


Figure 2.1: TART Routes Map



## **Placer Regional TART**

Placer County TART provides regional transit services connecting Truckee to north Lake Tahoe, Incline Village, Northstar Resort, and Squaw Valley Resort. Services generally run year-round between 6:30 A.M. to 5:30 p.m. in addition to the Winter Night service. According to the Draft Truckee Transit Route Study, the Truckee Depot receives only a modest fraction of Truckee's average daily boardings and alightings from Placer Regional TART buses.

### Highway 89 – Tahoe City to Truckee.

This route connects Truckee and Tahoe City with the Squaw Valley and Alpine Meadows ski areas along Route 89. Service runs hourly, seven days/week, between 6:00 a.m. and 7:00 p.m. Layover/EOL (end of line terminals) are at the Tahoe City Transit Center and the Truckee Depot. Nine of the 11 daily trips are scheduled to have a 20-minute layover/recovery period at the Truckee Depot. The last two trips of the day only do a drop-off/pickup movement at the Depot because they take their layover/recovery at Squaw Valley. Most trips also have a scheduled 15-minute layover/recovery period at the Tahoe City Transit Center. Two standard, heavy duty, 40' transit coaches that seat 40 passengers are used for this service.

According to the Draft Truckee Transit Route Study, Highway 89 services had an annual ridership of 70,586 in fiscal year 2018/19. This figure represents a 5-year drop in ridership of -10,792, or -13.3%.

### Highway 267 – Truckee to Crystal Bay.

This route connects the two cities with the Northstar ski area along Route 267. Service runs hourly, seven days/week, between 7:00 a.m. and 6:00 p.m. Layover/EOL are at Stateline/Crystal Bay and the Truckee Depot. Ten of the eleven daily trips are scheduled to have a 10-minute layover/recovery period at the Truckee Depot. The last trip of the day only does a drop-off/pickup movement at the Depot. Two standard, heavy duty, 40' transit coaches that seat 40 passengers service this route.

According to the Draft Truckee Transit Route Study, Highway 267 services had an annual ridership of 72,711 in fiscal year 2018/19.

This figure represents a 5-year increase in ridership of 40,206 or 123.7%

## **Greyhound**

Greyhound operates a for-profit scheduled bus service connecting Truckee with Reno to the east and Sacramento to the west. There are a total of five runs per day along I-80 in each direction, three of which serve the Truckee Depot in the eastbound direction and two in the westbound direction. The service uses 45' Over-the-Road coaches that seat 50-55 passengers. Greyhound generally serves people traveling between regions, as opposed to commuters and local riders.

Based on the current schedule, Greyhound buses in both directions stop long enough only to discharge and pick up passengers. There are no intentionally timed transfer connections between Greyhound and any of the other services. In addition, Greyhound does not schedule any layover or recovery time for its buses at the Depot.

## **Amtrak**

Amtrak operates the California Zephyr passenger train which connects Truckee with Chicago to the east and to the San Francisco Bay Area to the west. Daily service is one trip in each direction. The train typically pauses in Truckee for five minutes in each direction, depending upon other train traffic and weather conditions. The train blocks Bridge Street while idling.

In addition to train service, Amtrak Thruway Bus Service is also offered from Sacramento. Passengers can arrive in Sacramento from the Coast Starlight, Capital Corridor, or San Joaquins Amtrak train routes and connect with a bus to the Truckee Depot. Three trips depart in each direction daily. Passengers using the Thruway Bus service must book a trip that also includes a rail leg. The Thruway Bus service utilizes 45' Over-the-Road buses that seat 50-55 passengers.

Amtrak passengers who use these services to and from Truckee are generally regional travelers, as opposed to commuters. The California Zephyr and Thruway services provide connections to nation-wide destinations, and are a significant feature of Truckee's tourism economy.



### **North Lake Tahoe Express**

North Lake Tahoe Express is an airport shuttle service connecting downtown Truckee and select destinations with the Reno Tahoe International Airport. Truckee pickup locations include the Truckee Airport and Truckee Train Depot. Reservations are required 24 hours in advance. The Truckee North Tahoe Transportation Management Association administers the service, which utilizes 28' medium-duty buses.

There are two trips per day in each direction. Trips eastbound to the airport depart at 6:30 a.m. and 9:35 a.m. The first westbound trip to Truckee departs at 10:30 a.m. from Reno Airport, arriving at the Truckee Depot approximately one hour later. The second westbound trip departs the Airport at 3:15 p.m., arriving at the Truckee Depot approximately one hour later.

### **Northstar Shuttle**

This shuttle service connects downtown Truckee and other pickup points with the Northstar resort. One morning trip leaves the Depot at 8:30 a.m. The return trip departs Northstar at 5:15 p.m. and arrives back at the Depot at approximately 5:45 p.m. The route uses a standard 40' heavy-duty bus.

### **Other Services**

At any time of the day, the Depot parking area can be used by Transportation Network Company (TNC) vehicles e.g. Uber or Lyft, the Truckee Dial-A-Ride, private tour buses, and private individuals who wish to park their large RVs and or 5th wheel trailers. According to Depot staff, data is not kept for non-transit vehicle activity. Drivers of RVs, tour buses, TNCs, and trailers are not required to call ahead. Rather, parking is available on a first-come-first-served basis.





# Project Need & Goals



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## 3 Project Needs & Goals

Population and tourism growth have led to increased traffic in the heart of Truckee. More people are driving and taking transit into downtown, leading to congestion, especially during peak times when buses queue onto Donner Pass Road as they wait to pull into the Depot. Bridge Street, West River Street, and other adjacent streets are also experiencing traffic congestion which is projected to increase as Truckee grows.

The Town of Truckee determined there are two primary options to handle congestion and growth at the Truckee Depot; redesign the existing Truckee Depot, or move all or some of the transit services to a new site. Based on initial analysis and stakeholder feedback, transforming the existing Depot or relocating it would help accommodate more transit riders, and provide residents and visitors with easy, affordable access to downtown Truckee. This transit center will provide easy access to regional and local mobility needs while improving safety for pedestrians, bicyclists and motorists.

Providing a central location with multi-modal transit opportunities reduces the reliance on auto trips and aligns with the Town's resolution to reduce greenhouse gas emission by 80% by 2040. Creating more pedestrian and bike opportunities within and connecting to the new transit center helps create an active and sustainable downtown Truckee.

### 3.1 Operational Needs

In order to understand the future needs of a transit center, the existing Depot was evaluated through reviewing transportation activity such as vehicle flows and congestion along with future route additions as the system grows. The full operations analysis can be found in Attachment A.

Bus bay requirements were analyzed based on the current schedule of services and other factors such as parking, RV requirements, ADA accessibility, Rail Road Museum visitor numbers, bike parking and the California Welcome Center. Through this evaluation process, a peak operating demand period requiring four bus bays was determined (see Figure 3.1).

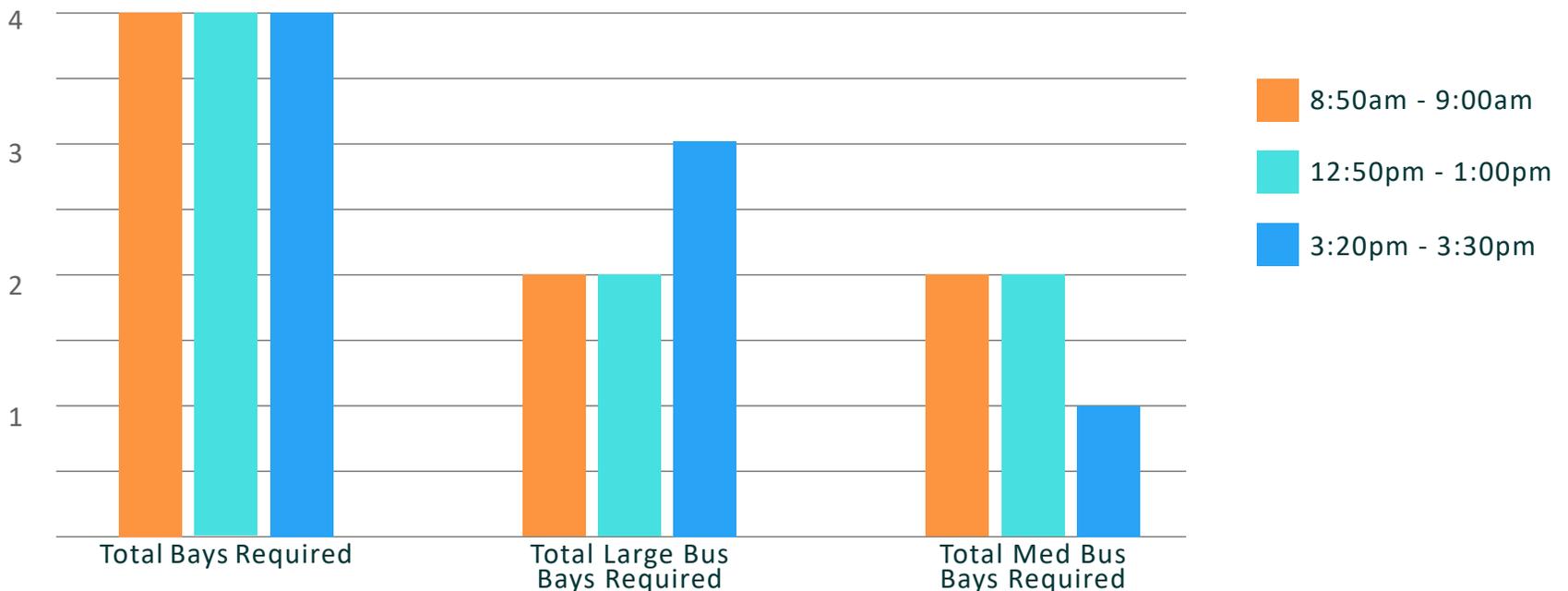


Figure 3.1: Current Bus Bay Requirements



Starting at 2:50 p.m. and continuing until 2:00 a.m. during the peak holiday season, there are several 10-minute blocks when three bus bays are required. The rest of the day requires two or fewer bays.

### 3.1.1 Future Bus Bay Requirements

Starting at 2:50 p.m. and continuing until 2:00 a.m. during the peak Transit centers, like most large transportation capital projects are expected to have a useful life of 20-30 years. In estimating the operating parameters for the life of the facility, it is important to consider the needs 20 years into the future. It is also important to consider, to the extent possible, space for growth, emergencies, and special events.

For estimating future bus bay requirements for a new central Truckee Transit Center, it was assumed that the following conditions will be met:

- ❖ No significant changes would be made to Amtrak Passenger Rail, Amtrak Thruway Bus, Greyhound, North Lake Tahoe Express, Truckee Holiday Shuttles, or Northstar services. Based on initial analysis and stakeholder feedback, it was determined by the Project Advisory Committee (PAC) that the Amtrak Thruway and Greyhound Line services are recommended to remain at the current Depot site.
- ❖ According to the 2016 Systems Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County, TART Routes 89 and 267, will experience increased frequency on both routes from every 60 minutes to every 30 minutes.
- ❖ Truckee TART Local Route 1 will become the mainline route and service will increase from every 60 minutes to every 30 minutes. Four new neighborhood routes will be added with buses operating every 60 minutes.

These assumptions were used to determine that to meet future demands, a minimum eight bus bays will be required to accommodate buses. With new routes being added to serve Truckee residential neighborhoods, the timing and use of these eight bays will need be coordinated between long distances services such as Amtrak/ Greyhound and Truckee and Placer TART.

### 3.1.2 Future Transit Center Site Requirements

Expanding services will exceed the existing Truckee Transit Center physical capacity in the coming years. A new site (or modification of the existing site) will ultimately be needed to provide safer access to transit, reduce traffic congestion and accommodate increased transit services. Through stakeholder outreach, community input and thorough coordination with the Project Advisory Committee (PAC), potential sites were evaluated that meet certain base requirements. Each of the potential sites were analyzed for its available use, current and future capacity, land use compatibility, impacts to transit routes, circulation impacts, accessibility and parking impacts. The following are some of the key requirements and considerations analyzed for each identified site:

- ❖ Capacity for 8-10 buses in 10 minutes
- ❖ Internal site circulation
- ❖ Ingress/egress circulation
- ❖ Center location for transit users
- ❖ Practical location for connecting services and accessibility
- ❖ Transit site flexibility

## 3.2 Transit Center Amenities

Having adequate passenger, driver and staff amenities help create a successful transit center that serves both local and regional transportation needs. These amenities add values such as comfort, convenience, efficiency, and connectivity to other modes of transportation which makes the Transit Center a central hub for activity. A "core" use of the facility will be to serve as the primary public transit passenger facility for the community and accommodate staffing and other amenities.

Through professional and community input, the following list of desired amenities was developed:

- ❖ Multi-modal capabilities
- ❖ Covered waiting areas
- ❖ Covered bike racks



- ❖ Connection services
- ❖ ADA accessible
- ❖ Restrooms
- ❖ Ticket kiosks
- ❖ Heated waiting area (optional)
- ❖ Operations offices (optional)

A detailed description of some of amenities follows:

### 3.2.1 Passenger Waiting Areas

The area needed for passenger waiting areas is dependent on the number of passengers on-site at peak times. To define an appropriate design value, the following was considered:

Existing local transit activity at the train station is modest. Average daily boardings range as high as 25 passengers per day on the 89 Route, 27 passengers per day on the 267 Route and 11 passengers per day on the Truckee Route. Activity is relatively high in winter on the 89 and 267 Routes, and highest on the Truckee Route in the summer. In any one period of the year, up to approximately 60 passengers board TART buses over a day.

In any one hour, up to 7.1 passengers on average can be waiting for a 89 Route bus, 4.3 for a 267 Route bus and 1.7 for a Truckee Route bus. Optimally, a new transit center would allow all buses to be on-site at the same time. At present, up to 9 passengers are boarding buses during any one hour of the day on average over the month. A review of Placer TART ridership by day indicates that the peak daily passenger activity exceeds the average by approximately 45 percent. This indicates that today's local transit passenger activity (barring shuttles or special event service) generates up to 14 passengers waiting at the train station at one time.

Truckee recently eliminated passenger fares on the Truckee TART route, and is planning to provide funding to Placer County to allow passengers to board Placer TART buses at stops in Truckee without paying a fare. As a result of the elimination of fares, passenger boardings in non-winter months have increased by 65 percent on the Truckee fixed route. This growth exceeds other transit systems that

have eliminated fares (Missoula, Montana; Corvallis, Oregon), which have seen growth on the order of 45 to 50 percent, respectively. With a full fare-free system, growth on the order of 60 percent would increase the peak passengers waiting at the transit center to approximately 20.

The Placer TART Systems Plan Update calls for a wide range of service enhancements (along with the elimination of fares) as part of the financially constrained and unconstrained projects. Those projects enhancing service to Truckee consist largely of additional hours of service and additional frequency of service, neither of which increase the peak passengers waiting at any one time.

The Truckee TART Systems Plan includes strategies to increase the span of service and increase service frequency (which will not increase peak passenger activity at the transit center) along with establishing neighborhood service (which would increase the peak number of waiting passengers). These services are forecast to increase ridership by approximately 24,000 boardings over the course of the peak winter season. Factoring by the number of service days, the proportion in each of the day and the proportion boarding or transferring at the transit center, this could add up to approximately 25 passengers at the transit center at peak times

There are currently ongoing efforts to build a winter park and ride program serving the major nearby ski areas. The popularity of such a program could be enhanced in the future through broader efforts to speed transit service to the resorts and/or to manage parking at the resorts. While the transit center is not currently envisioned to serve as a major park and ride, there is potential that it could be located close to lodging properties or that a portion of the project parcel not needed for bus facilities could be used for a modest level of park and ride activity. Providing capacity for an additional 10 passengers at one time is included in this analysis.

In addition, Truckee currently operates special event shuttles for the popular Truckee Thursdays, New Years Eve, and other events. The frequency of such services could well expand in the future. However, these events tend to occur during periods of the day that



do not coincide with other peaks in passenger activity, and thus no additional capacity is included.

Other services (Greyhound, Amtrak Thruway, North Lake Tahoe Express) do not typically generate large groups of passengers and tend to occur at various times of the day. There is also the potential for other services such as Transportation Network Companies to use the transit center as a convenient location to board passengers. An additional 5 passengers is included for other services.

In sum, a total of up to 60 passengers could be waiting to board at peak times under reasonably foreseeable future conditions, and therefore designing for up to 60 waiting passengers is appropriate. Of the waiting passengers, a transit facility rule of thumb is to provide seating for half of the standing area. The typical floor area required is 13 square feet for every seated passenger and 7.5 square feet for every standing passenger. Applying these figures, a total indoor passenger waiting area of 600 feet is recommended. This figure is also recommended as a minimum total for outdoor passenger waiting areas, including seating opportunities for a minimum of 30 passengers. Specific designs should consider providing a mix of shade and sun seating options, as well as shelter from prevailing winds. Individual shelters may also be warranted if any bus bays are more than 50 feet from the transit center building.

### 3.2.2 Driver Restrooms

Particularly given the long length of some of the routes serving the Transit Center, providing a restroom opportunity for drivers is essential. A total of 160 square feet is included for this use.

### 3.2.3 Maintenance and Utility Closet Space

125 square feet is included for utility functions, such as storage of maintenance supplies and equipment, HVAC equipment, security equipment and electronics.

### 3.2.4 Information Technology Space

Separate space is also needed for IT equipment, such as that driving the real-time information screens, security cameras and Wi-Fi. 100 square feet is sufficient for this use.

### 3.2.5 Trash Can and Circulation Space

Circulation space requirements depend upon specific building configuration. A total of 200 square feet is recommended for this purpose (including trash/recycling cans).

### 3.2.6 Transit Information

At minimum, transit information should be provided through the use of digital displays showing real-time bus location information, schedules and announcements.

### 3.2.7 Bicycle Parking

Bicycle parking should be provided for six to eight bikes, including cargo style bikes. If the site is located along the trails network, it may also be desirable to make the transit center a trailhead for the trail. This would include informational signage, and a tools station. This would require approximately 50 square feet.

### 3.2.8 Security Facilities

At a minimum, several steps should be taken to ensure adequate safety and security at the transit center. The essential provisions include real-time cameras (connected to the dispatch center) and safety-oriented design (including clear lines of sight of the facility from the street and rounded corners).

### 3.2.9 Optional Elements

The following elements are not essential to the Transit Center functions, but could be beneficial.



### 3.2.10 Public Restrooms

Providing restrooms available to the general public is important if the site is not near existing public restrooms. The maintenance/security issues associated with public restrooms varies greatly from community to community. If this is an issue, one strategy is for transit personnel to provide access to locked restrooms upon request.

### 3.2.11 Staff Counter/Office Space

Due to the costs that would be incurred and the limits on available operating funding, full-time staffing of the Transit Center by transit personnel is not expected. However, it would be beneficial to have counter space that can be used by transit staff (or volunteers) for short periods, such as during special event shuttle service times. This should also include a securable area with a phone, computer work station and printer, to allow functions such as data entry. A total of 150 square feet (roughly 15 feet by 10 feet) should be provided for this purpose.

### 3.2.12 Driver Break Room

A break room allows drivers to spend a few minutes away from the often-continuous interactions with passengers. Many transit programs find this to be a benefit to employee morale. 200 square feet would service this function adequately and should include a kitchenette area. This space could also be used for operational storage.

### 3.2.13 Luggage/Package Storage Space

Presently, Greyhound's package delivery service does not include a location in Truckee (Sacramento being the closest). If flexibility to accommodate package delivery is desired, a reasonable allocation would be 150 square feet of floor area.

### 3.2.14 Public Art

Public art can add a unique touch to a transit center and is an appropriate public space often used for it. 100 square feet of outdoor area would be sufficient depending on the art.

### 3.2.15 Green Initiatives

There are several green initiatives that could be included within the new Transit Center, including:

- ❖ Solar panels (on buildings or canopies).
- ❖ Electric vehicle charging stations (for future electric buses or vehicles).
- ❖ Water harvesting methods such as permeable pavement and bioswales.



## Summary of Potential Transit Facility Elements and Space Requirement

| Program Element                                      | #  | Individual Area | Total Area | Units |
|--|----|-----------------|------------|-------|
| <b>Essential Elements</b>                            |    |                 |            |       |
| <b>Building Uses</b>                                 |    |                 |            |       |
| <i>Passenger Waiting Space</i>                       |    |                 |            |       |
| - Seated Passengers                                  | 30 | 13              | 390        | SF    |
| - Standing Passengers                                | 30 | 8               | 225        | SF    |
| - Total Passengers                                   | 60 |                 | 615        | SF    |
| <i>Circulation Space</i>                             |    |                 | 200        | SF    |
| <i>Driver Restrooms</i>                              | 2  | 80              | 160        | SF    |
| <i>Maintenance and Utility Closet Space</i>          | 1  | 125             | 125        | SF    |
| <i>Information Technology Space</i>                  | 1  | 100             | 100        | SF    |
| <b>Total Building Uses</b>                           |    |                 | 1,200      | SF    |
| <b>Outdoor Elements</b>                              |    |                 |            |       |
| <i>Passenger Waiting Space</i>                       |    |                 | 615        | SF    |
| <i>Bicycle Parking</i>                               | 8  | 10              | 80         | SF    |
| <b>Total Outdoor Uses</b>                            |    |                 | 695        | SF    |
| <b>Optional Elements</b>                             |    |                 |            |       |
| <b>Building Uses</b>                                 |    |                 |            |       |
| <i>Driver Breakroom</i>                              | 1  | 200             | 200        | SF    |
| <i>Public Restrooms</i>                              | 2  | 100             | 200        | SF    |
| <i>Staff Counter Space</i>                           | 1  | 150             | 150        | SF    |
| <i>Luggage/Package Space</i>                         | 1  | 150             | 150        | SF    |
| <b>Total Building Uses (With Essential Elements)</b> |    |                 | 1,900      | SF    |
| <b>Outdoor Elements</b>                              |    |                 |            |       |
| <i>Public Art</i>                                    |    |                 | 100        | SF    |
| <b>Total Outdoor Uses (With Essential Elements)</b>  |    |                 | 795        | SF    |

Table 3.1: Transit Facility Elements and Space Requirements



### 3.3 Goals

The Truckee Transit Center Relocation Feasibility Study is designed to document the current conditions and plan for the future through professional analysis and community involvement. The following project goals provide a foundation for the desired outcome which is defined in Chapter 6: Recommendations.

- ❖ Goal 1: Increase use of public transportation and ease of travel
- ❖ Goal 2: Ability to meet future ridership demand
- ❖ Goal 3: Provide new economic and social benefits through increased mobility
- ❖ Goal 4: Improve bicycle and pedestrian access to the station and throughout Truckee
- ❖ Goal 5: Reduce greenhouse gas emissions and vehicle miles traveled



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# Community Outreach



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# 4 Community Outreach

## 4.1 Outreach Process

Obtaining public input throughout the Truckee Transit Center Relocation Feasibility Study was vital to the success of the planning effort. The public engagement strategy was designed to support the objectives of the Study, as well as reach the unique population of the Truckee community.

A Project Advisory Committee (PAC) was established to guide this Study and input from and coordination with the PAC was a major component of the outreach and site selection for this Study (Community members were encouraged to participate in public outreach opportunities, including an online questionnaire, pop-up workshops, online voting, and a community meeting. Feedback gathered from these outreach events and online resources was crucial in determining transit center location preference and desired amenities. Figure 4.1 displays the timeline of community outreach and PAC events that occurred during the Study development.



*“It is imperative that the Transit Center remain downtown for realistic access to shopping and downtown lodging.”*



Figure 4.1: Timeline Graphic Displaying Outreach Process



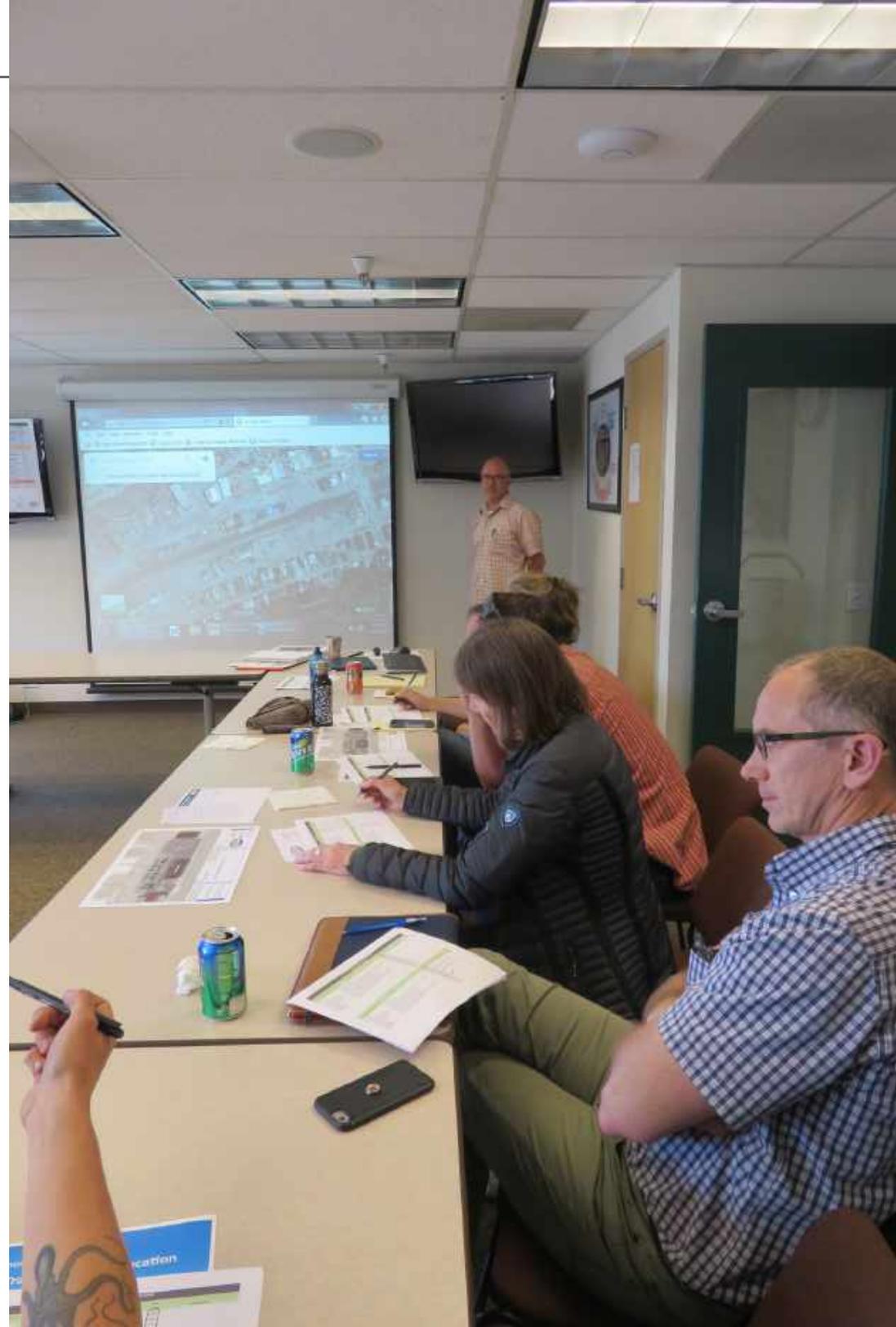
#### 4.1.1 Project Website

An information website, [www.truckeetransitcenter.com](http://www.truckeetransitcenter.com) was created during the kickoff process to generate study awareness, share meeting materials and gather community input throughout the study process. The website was utilized to invite the community to public outreach events held during the site selection process as well as to promote a questionnaire developed to gauge community transit needs and desires. Flyers for public meetings, a link to the questionnaire hosted on SurveyMonkey, a direct feedback form, and other materials related to the Study were accessible on the website.

#### 4.1.2 Pop-up Outreach

The project team attended popular events in the summer of 2019 to gather input from the community. Informational booths with education materials, large scale maps, comment cards and questionnaires were set up at Truckee Day, an annual block party and two Truckee Thursdays which is a weekly community street fair during the summer months. These pop-up events provided a vital opportunity to reach the average citizen and visitors in the Truckee region, giving a wider range in people that would use the transit center services.

Most community members who provided comments supported keeping the transit center downtown, either at the current site, the Railyard, or West River Street. Multiple participants pointed out that closing Donner Pass Road for Truckee Thursdays works well and keeps pedestrians safe.





## 4.2 Project Advisory Committee (PAC)

The PAC was instrumental in identifying potential sites and selecting the most feasible ones. The PAC was formed by the Town of Truckee and included stakeholders from local agencies, businesses, and individuals with experience in transit or who might be impacted by the project. The complete list of PAC meeting participants can be found in the Attachment B.

Four PAC meetings for the Transit Center Relocation Study were held on February 28th, June 5th, November 5th in 2019 and May 19th in 2020. The goal of these meetings was to brainstorm potential sites and identify the most feasible ones as a group.

At the first PAC meeting, participants outlined their interests in the relocation of the Transit Center during the committee introductions. The PAC identified 15 potential sites at the first meeting, and then narrowed them down to five potential sites at the second meeting based on the following key factors:

- ❖ Internal and external site circulation for buses, pedestrians and cyclists.
- ❖ Property ownership, current use and preliminary availability review.
- ❖ Site compatibility with the long-term plans of the Town and the region.

Along with these key factors, several sites were determined to be infeasible mainly due to availability issues and impacts to transit routes. Specifically, many sites were already planned for other uses, while others were located too far from existing destinations and transit routes. The five candidate sites were then ranked by the PAC. These sites were Brockway, Railyard North Loop Site, Railyard Parking, Railyard Roundhouse Way, and Truckee Depot.

Following discussions from the first and second PAC meetings, the third PAC meeting revolved around the five remaining sites. Conceptual designs were prepared for each site and presented to the committee and a ranking exercise. Participants were given four colored dot stickers ranging from green (first choice) to red (last

choice), and were asked to place their dots on the concept designs accordingly. Below are the top three highest ranked potential sites, with the corresponding percentage of “first choice” votes the sites received. These three sites were subjected to closer analysis and refined conceptual designs.

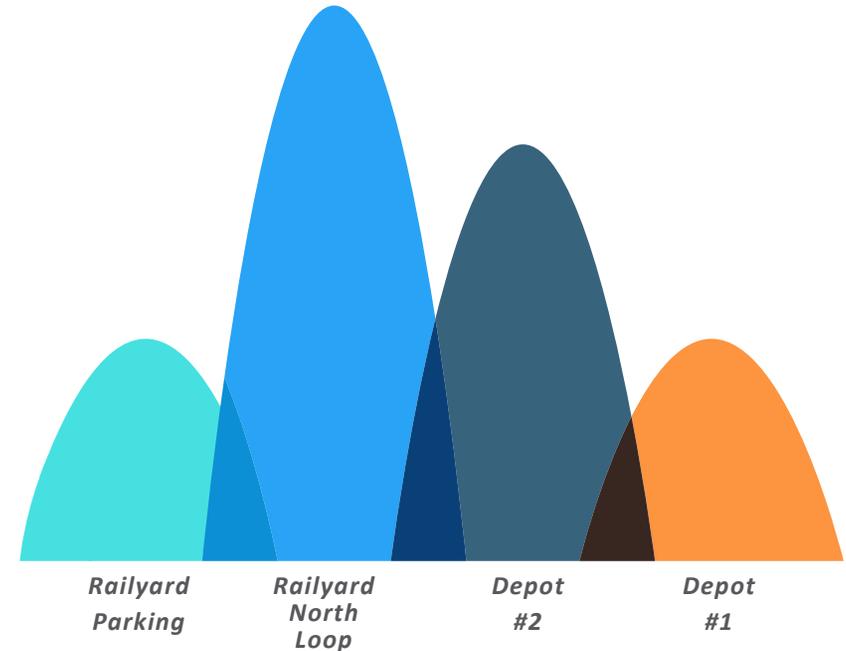


Figure 4.2: PAC First Choice

The fourth PAC meeting was held remotely due to the COVID-19 pandemic. The meeting focused on reviewing the outline for the Draft Study document and discussing the final site recommendation. The PAC also discussed the next steps for the Study.



### 4.3 Community Workshop/Walking Site Tour

The Town of Truckee and project team hosted a community workshop and walking site tour on February 27th, 2020. Community members, local business owners and stakeholders participated in a guided tour of the three selected sites. Throughout the site tour, discussions and conversations took place between the project team and attendees emphasizing that the selected site should be within proximity to downtown and the importance of parking and the impacts it will have on surrounding land uses.

Following the walking site tour, a community workshop was held at the Community Arts Center to gather more formal feedback on the three sites presented during the walking site tour. The meeting included a presentation on the project status, previous work efforts and road map to how the final sites were selected. The meeting concluded with workshop participants voting on their first, second and last choice of the selected design concepts. The meeting also provided an opportunity for the project team to gather input and for community members to access and submit hard copies of the questionnaire and comment cards.



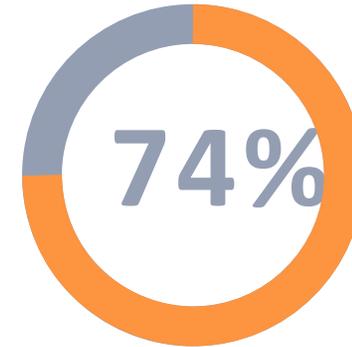


## 4.4 TDMA Meeting

The Truckee Downtown Merchants Association (TDMA) is a nonprofit organization of local businesses dedicated to the economic, social, cultural and environmental vitality of Historic Downtown Truckee. Founded in 1969, the TDMA exists to foster community and connection. A presentation to the TDMA board members was given on March 5th, 2020. The presentation included a project background summary, analysis results and the conceptual designs of the 3 final site candidates. . The meeting included discussion and concluded with voting on the final preferred sites which resulted in the North Balloon site receiving a unanimous first choice selection.

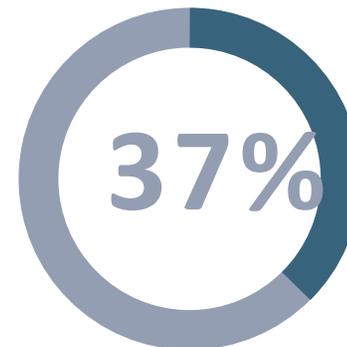
## 4.5 Questionnaire Results

A 19 question questionnaire was distributed both electronically and physically to community members between May 2019 and May 2020 with the goal of capturing the transportation preferences and characteristics of Truckee residents. Questions asked the respondents how often and where they use transit in Truckee, what they like and dislike about the Truckee Transit Center, and ideas to encourage transit use in Truckee. A link to the digital survey was provided on the project website and was promoted on social media sites including Facebook. The data was used to help guide the site selection process and develop the conceptual designs. The following are some highlights from the 122 responses from the questionnaire.



### WHY DO YOU COME TO DOWNTOWN TRUCKEE?

*74% or 90 responded that they visit downtown Truckee for 'Dining'.*



### HOW IMPORTANT IS IT THAT THE TRUCKEE TRANSIT CENTER STAYS IN DOWNTOWN TRUCKEE?

*37% or 45 responded 'Important' that the Transit Center stay in Downtown Truckee*



### HOW DO YOU GET TO THE DOWNTOWN TRANSIT CENTER?

*48% OR 59 of respondents stated that they 'Drive Alone' to get to the Downtown Transit Center*

Figure 4.3: Select Questionnaire Results



## 4.6 Primary Community Comments

Many key themes and attributes were identified by the community and stakeholders throughout the public outreach process. Key attributes that the community collectively supported are highlighted below:

- ❖ Transit center should remain downtown or within close proximity.
- ❖ Existing Depot location is congested, and idling buses should not dominate the location.
- ❖ Parking is an issue that needs to be evaluated no matter the location of the future transit center.
- ❖ Improving Truckee's existing Transit Center (Depot) would be challenging due to the limited space for the increased number of busses needed and parking challenges in downtown Truckee.
- ❖ Expansion of services offered by the Town of Truckee Transit is crucial, and the location and amenities the new transit center offers will play a key role in allowing this expansion.
- ❖ Integrating the new transit center into future development of the Railyard Master Plan is important.





## 4.7 Project Site Voting

Throughout the site selection refinement, many locations, amenities and potential impacts were taken into consideration. At the beginning of the process, 15 sites were selected and narrowed down to three key sites that were voted on by community members, stakeholders and business owners. These voting opportunities occurred at the Community Workshop, PAC meetings, the TDMA meeting and through polling on the project website. The combined voting results from the Community Meeting, PAC meeting #3 & TDMA meeting and project website are displayed below in Figure 4.4.

The most preferred site was determined to be the North Balloon site with 21 of the 49 first choice votes. The Depot site was overall the least preferred site, while the Railyard is the second preferred site when considering 34 respondents voted it either their first or second choice.

*"It would be nice if there were later bus times from Tahoe City into Truckee."*

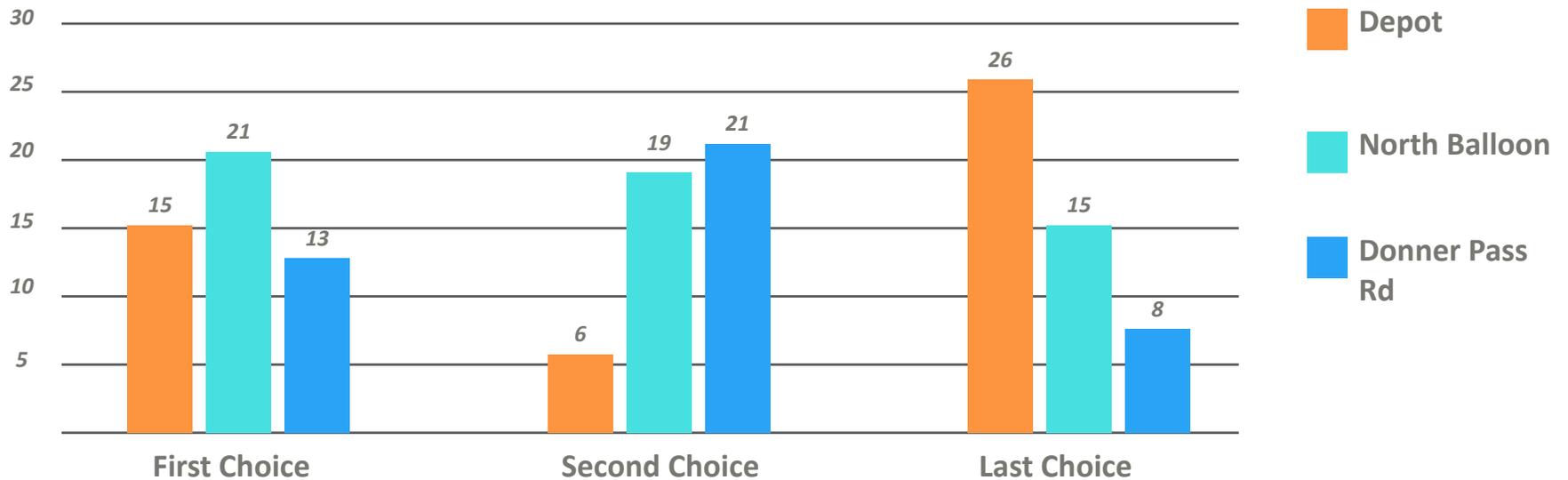
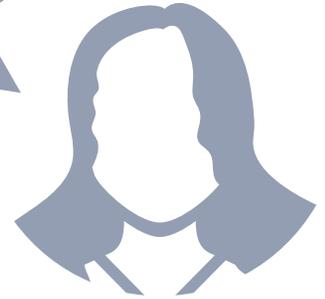


Figure 4.4: Overall Site Selection Voting Tally



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# Concept Designs/Site Analysis



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# 5 Concept Designs/Site Analysis

To achieve the goals of this Study, the project team needed to identify a small number of sites that would be feasible locations for the Transit Center. Potential sites were brainstormed by the community, Town of Truckee, and the Project Advisory Committee (PAC). These site ideas were compiled and then analyzed for feasibility based on the following criteria:

- ❖ Availability
- ❖ Parcel size
- ❖ Land use compatibility
- ❖ Impacts to transit routes
- ❖ General circulation impacts
- ❖ Accessibility
- ❖ Parking availability
- ❖ Parking impact

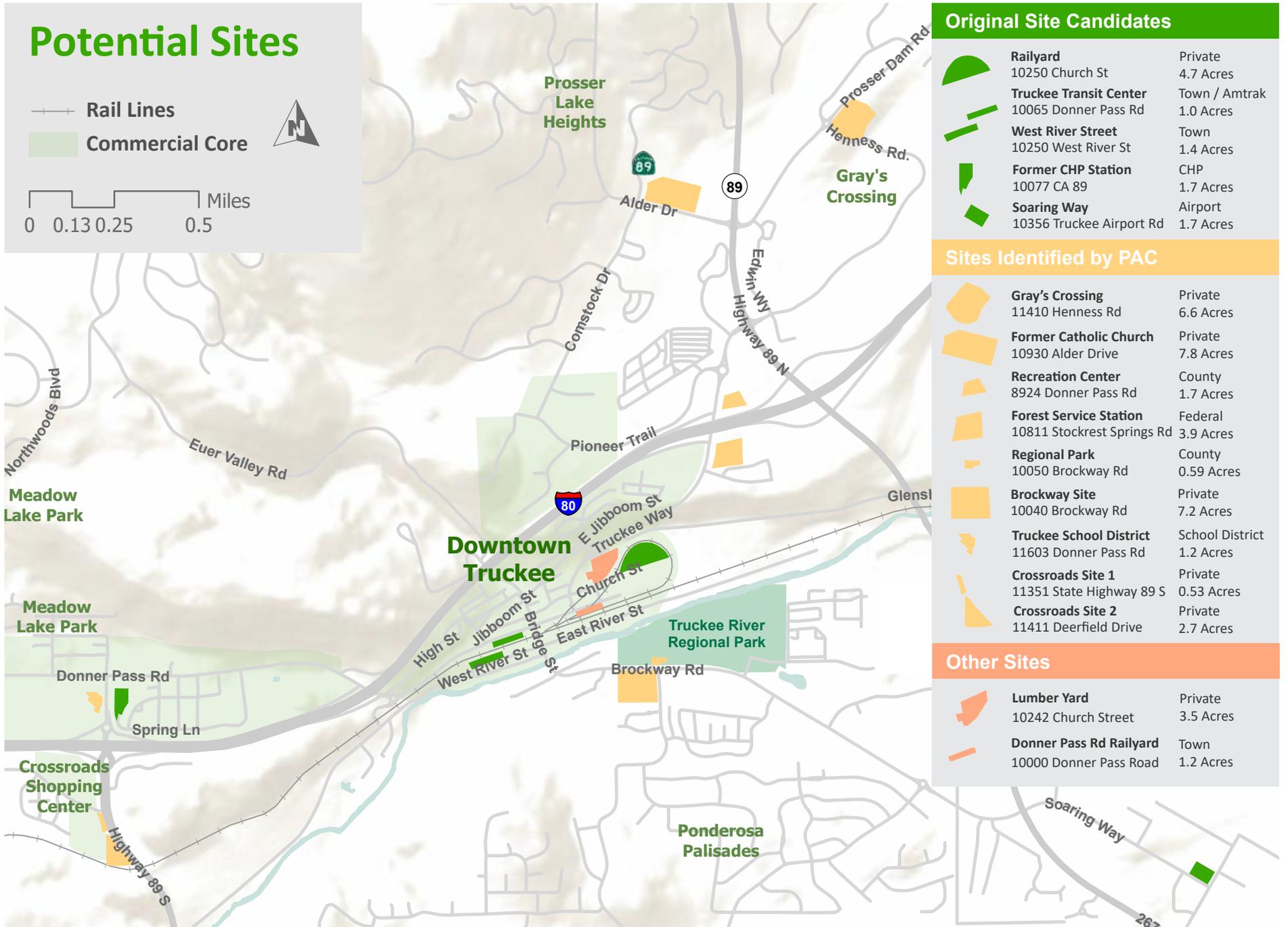
## 5.1 Site Analysis

Fifteen sites throughout Truckee were considered as potential locations for the future Truckee Transit Center. The original 15 sites are displayed in Figure 5.1. The site selection process was undertaken largely by the Project Advisory Committee (PAC), described in detail in Chapter 4, as well as community members and Town of Truckee staff.



# Potential Sites

Rail Lines  
 Commercial Core  
 Miles  
 0 0.13 0.25 0.5



## Original Site Candidates

|  |   |                            |
|--|---|----------------------------|
|  | <b>Railyard</b><br>10250 Church St                    | Private<br>4.7 Acres       |
|  | <b>Truckee Transit Center</b><br>10065 Donner Pass Rd | Town / Amtrak<br>1.0 Acres |
|  | <b>West River Street</b><br>10250 West River St       | Town<br>1.4 Acres          |
|  | <b>Former CHP Station</b><br>10077 CA 89              | CHP<br>1.7 Acres           |
|  | <b>Soaring Way</b><br>10356 Truckee Airport Rd        | Airport<br>1.7 Acres       |

## Sites Identified by PAC

|  |   |                              |
|--|---|------------------------------|
|  | <b>Gray's Crossing</b><br>11410 Henness Rd                  | Private<br>6.6 Acres         |
|  | <b>Former Catholic Church</b><br>10930 Alder Drive          | Private<br>7.8 Acres         |
|  | <b>Recreation Center</b><br>8924 Donner Pass Rd             | County<br>1.7 Acres          |
|  | <b>Forest Service Station</b><br>10811 Stockrest Springs Rd | Federal<br>3.9 Acres         |
|  | <b>Regional Park</b><br>10050 Brockway Rd                   | County<br>0.59 Acres         |
|  | <b>Brockway Site</b><br>10040 Brockway Rd                   | Private<br>7.2 Acres         |
|  | <b>Truckee School District</b><br>11603 Donner Pass Rd      | School District<br>1.2 Acres |
|  | <b>Crossroads Site 1</b><br>11351 State Highway 89 S        | Private<br>0.53 Acres        |
|  | <b>Crossroads Site 2</b><br>11411 Deerfield Drive           | Private<br>2.7 Acres         |

## Other Sites

|  |  |                      |
|--|--|----------------------|
|  | <b>Lumber Yard</b><br>10242 Church Street                | Private<br>3.5 Acres |
|  | <b>Donner Pass Rd Railyard</b><br>10000 Donner Pass Road | Town<br>1.2 Acres    |

Figure 5.1: Map of all Sites Considered



### 5.1.1 Site Identification

The Town of Truckee and previous planning efforts identified 5 original sites as potential locations for the Truckee Transit Center should it need to move or expand. These original site candidates are displayed in green in Figure 5.1.

The PAC identified an additional 9 sites during a brainstorming exercise, displayed in yellow in Figure 5.1. The Town of Truckee added two sites, Lumber Yard Site and Railyard Parking (later titled Donner Pass Road Railyard Site) to the possible options. These sites are displayed in salmon color in Figure 5.1.

Several sites were determined to be infeasible due to the following issues:

- ❖ Lack of availability for purchase or use
- ❖ Lack of space for facilities and internal circulation
- ❖ Transit route impacts
- ❖ Site already planned for use as housing or other developments
- ❖ Too far from existing destinations and transit routes

Five sites were initially determined to be feasible. These sites were identified as Brockway, Railyard North Loop Site, Railyard Parking, Railyard Roundhouse Way, and Truckee Depot. Conceptual designs were developed and discussed by the PAC. Based on this meeting and the Town of Truckee's communications with landowners and developers, three final site locations remained: the Truckee Depot site, Truckee Railyard North Balloon site, and Donner Pass Road Railyard Site. The final three sites are shown in Figure 5.2. Conceptual designs for the final three sites were developed and brought to the PAC for review at their fourth meeting.

| Potential Sites Information     |                              |   |                      |         |
|---------------------------------|------------------------------|---|----------------------|---------|
| Site Name                       | Address                      | Ownership                                 | Existing Use         | Acreage |
| <b>Original Site Candidates</b> |                              |   |                      |         |
| Railyard                        | 10250 Church St              | Truckee Development Associates, LLC       | Vacant               | 4.7     |
| Truckee Transit Center          | 10065 Donner Pass Rd         | Amtrak / Town of Truckee                  | Transit Center       | 1.0     |
| West River Street               | 10250 West River St          | Town of Truckee                           | Industrial           | 1.4     |
| Former CHP Station              | 10077 CA 89                  | California Highway Patrol                 | CHP Station          | 1.7     |
| Soaring Way                     | 10356 Truckee Airport Rd     | Truckee Tahoe Airport                     | Airport / Vacant     | 1.7     |
| <b>Sites Identified by PAC</b>  |                              |   |                      |         |
| Gray's Crossing                 | 11410 Henness Rd             | Private                                   | Golf Course / Vacant | 6.6     |
| Former Catholic Church          | 10930 Alder Drive            | Private                                   | Church               | 7.8     |
| Recreation Center               | 8924 Donner Pass Rd          | Truckee-Donner Recreation & Park District | Vacant               | 1.7     |
| Forest Service Station          | 10811 Stockrest Springs Rd   | Federal                                   | Vacant               | 3.9     |
| Regional Park                   | 10050 Brockway Rd            | Truckee-Donner Recreation & Park District | Vacant               | 0.59    |
| Truckee School District         | 11603 Donner Pass Rd         | Truckee School District                   | Vacant with Bus Stop | 1.2     |
| Crossroads Site 1               | 11351 State Highway 89 South | Private                                   | Vacant               | 0.53    |
| Crossroads Site 2               | 11411 Deerfield Drive        | Private                                   | Vacant               | 2.7     |
| Brockway Site                   | 10040 Palisades Drive        | Private                                   | Vacant               | 7.22    |
| <b>Other Sites</b>              |                              |   |                      |         |
| Lumber Yard Site                | 10242 Church Street          | Private                                   | Lumber Yard          | 3.5     |
| Railyard (Donner Pass Rd.)      | 10000 Donner Pass Road       | Town of Truckee                           | Parking Lot          | 1.24    |

Table 5.1: Potential Sites Information



## 5.2 Final Potential Sites

The final three sites had all the required qualities necessary and were evaluated for nuances. Their locations are displayed in Figure 5.2 and described in detail in the following sections. Each site meets identified requirements including bus capacity, availability, and proximity to downtown. The proposed transit center concept design developed for each site location includes capacity for up to eight buses at one time. An eight-bus capacity meets the requirements identified in the Transit Operations Analysis for this project dated 1/7/19 (Attachment A) which identifies transit system needs until the horizon year 2040. Each site has also been analyzed for its land use compatibility, impacts to transit routes, general circulation impacts, accessibility, parking availability, and parking impacts. The three final potential sites are compatible with future development and accessible to the current downtown and future growth.



**Legend**

- ① Depot
- ② Donner Pass Road Railyard
- ③ Railyard North Balloon

Figure 5.2: Final Potential Sites



### 5.2.1 Truckee Depot Site

The Truckee Depot site is the existing Transit Center location between Donner Pass Road and the Union Pacific Railroad tracks in downtown Truckee. The Depot site is current served by all local transit services as well as Amtrak Passenger Rail, Amtrak Thruway Bus, and Greyhound.

The conceptual redesign of the site shown in Figure 5.4 utilizes the existing Truckee Depot on an approximately one-acre. This conceptual design includes capacity for up to eight (8) busses at one time and provides 39 parking spaces. The existing Depot site has 78 parking spaces. The parking area would be designated for Transit Center use only to avoid conflicts with other commercial parking needs in the area.

The existing Truckee Depot provides convenient access to the surrounding downtown Truckee businesses. Locating an expanded transit center at this site would ensure that downtown Truckee remains accessible for residents, employees, and visitors who use transit. It would also ensure that riders can easily transfer from Amtrak or Greyhound services to regional transit.

#### Availability

Currently, the Depot site occupies approximately one acre and is owned by the Town of Truckee and Amtrak.

#### Current and Future Capacity

The proposed transit center design for the Depot site includes capacity for up to eight busses at one time. This meets the requirements identified in the Transit Operations Analysis for this project dated 1/7/19 which identifies the needs to the horizon year 2040.

#### Land Use Compatibility

Surrounding land uses include commercial (retail and office) space associated with the downtown core of Truckee and is zoned Public Facilities (PF) and Downtown Commercial (DC). The site can be accessed from downtown Truckee along Donner Pass Road.

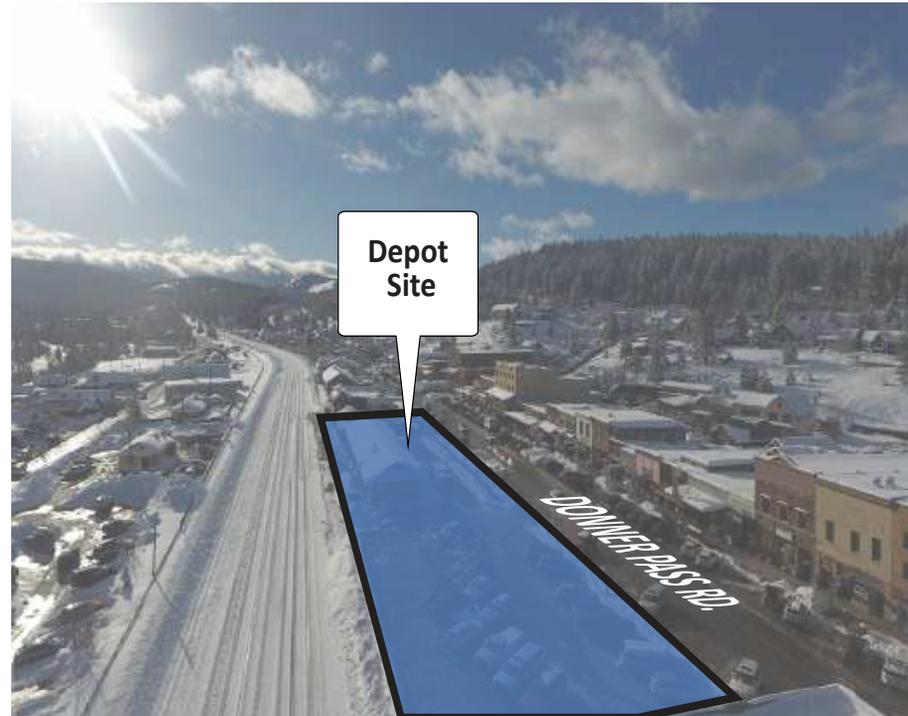


Figure 5.3: Truckee Depot Site Location

#### SITE HIGHLIGHTS

PROPOSED BUS CAPACITY: 8

EXISTING BUS CAPACITY: 4

PARKING COUNT: 39 SPACES

EXISTING PARKING COUNT: 78 SPACES



## Parking Evaluation

### Passenger/Employee

This conceptual design would provide 39 spaces. The existing Depot site has 78 parking spaces. The parking area would be designated for Transit Center use only to avoid conflicts with other commercial parking needs in the area.

### Impacts to Other Parking

The proposed redesigned site layout would reduce the number of parking spaces at the Depot site. Reducing parking spaces could cause impacts to surrounding parking areas by diverting transit center users to park in these lots.

### **Transit Route Impacts**

The existing Depot site is currently served by all the following transit routes in Truckee. Therefore, there will be no impacts to transit routes.

### Amtrak Thruway Bus/Greyhound

The Depot location will not have an impact on the Amtrak Thruway/Greyhound route, as the buses already serve this location. There should be no appreciable impact on the Amtrak/Greyhound route and no change in operating costs or running times. **Impact – Zero**

### North Lake Tahoe Express (NLTE)

The Depot location will have no impact on the NLTE route. The buses already stop at this location. There will be no appreciable impact on the NLTE route and no change in NLTE operating costs or running times. **Impact – Zero**

### Placer TART

The Depot location will have no impact on the NLTE route. The buses already stop at this location. There will be no appreciable impact on the NLTE route and no change in NLTE operating costs or running times. **Impact – Zero**

### Truckee Thursdays/Holiday Shuttle

There will be no impact on this service as these routes are intended solely to bring people from the neighborhoods into downtown for a seasonal event. These routes do not need to be modified. **Impact – Zero**

### Truckee TART

The 2017 Truckee Long Range Transit Plan assumes that a pulse system will be used for the proposed network of six routes, four of which are new. Five of the routes in the Plan would stop at the transit center in Downtown Truckee. Having five buses arrive at the transit center at the same time will work with the new configurations of the Depot site, but the existing issue of traffic congestion entering and exiting the site could be exacerbated.

Keeping the transit center at the Depot site is unlikely to create any operational issues for Truckee TART that cannot be addressed via operational tweaks. **Impact – Zero to minor**

**Overall Operational Impact – Zero to Minor**

### **General Circulation Impacts**

Keeping all transit services at the Depot site would maintain the current number of buses and personal vehicles traveling on Donner Pass Road in Downtown Truckee to and from the transit center. As population grows and transit ridership increases, traffic congestion on Donner Pass Road between Spring Street and Bridge Street could become more significant. Additionally, if parking is reduced, transit center users may park outside of the redesigned transit center and cause parking impacts in nearby areas.

### **Accessibility**

The existing transit Depot provides convenient access to the surrounding Downtown Truckee businesses. The site would be convenient for those who wish to walk to local businesses from the transit center. Keeping the transit center at the Depot site would ensure access to Downtown businesses for pedestrians and people with mobility assistive devices.



Figure 5:4: Truckee Depot Site



### 5.2.2 Truckee Railyard North Balloon

The 0.91 acre Truckee Railyard North Balloon (North Balloon) site is located in the northern balloon track area of the Truckee Railyard Master Plan. The Truckee Railyard is an approximately 75-acre site just east of downtown Truckee, formerly owned by Union Pacific Railroad. The property is being developed for mixed-use commercial, residential, and industrial uses, as described in Section 1.3.3. The proposed Truckee Railyard North Balloon transit center location was set aside in the 2017 Railyard Development Agreement for community/civic uses.

The proposed conceptual transit center design for the North Balloon site shown in Figure 5.6 includes capacity for up to eight buses. The North Balloon concept design does not include designated parking for the Transit Center. Rather, transit users who drive to the Transit Center would park in the adjacent parking areas constructed to serve surrounding retail and office space associated with the Railyard Project some of which may be included in the Truckee Paid Parking.

The Truckee Railyard is an ideal location for the Transit Center because of its potential to improve traffic circulation and preserve transit users' access to downtown. The relocation of transit services to the North Balloon site would reduce the number of buses and personal vehicles traveling on Donner Pass Road to and from the existing Depot site, thus alleviating traffic congestion in downtown Truckee. Amtrak Passenger Rail, Amtrak Thruway Bus, and Greyhound would stay at the Depot with regular routes from the North Balloon Track site to the existing Depot. Traffic circulation issues are discussed in detail in Chapter 3.

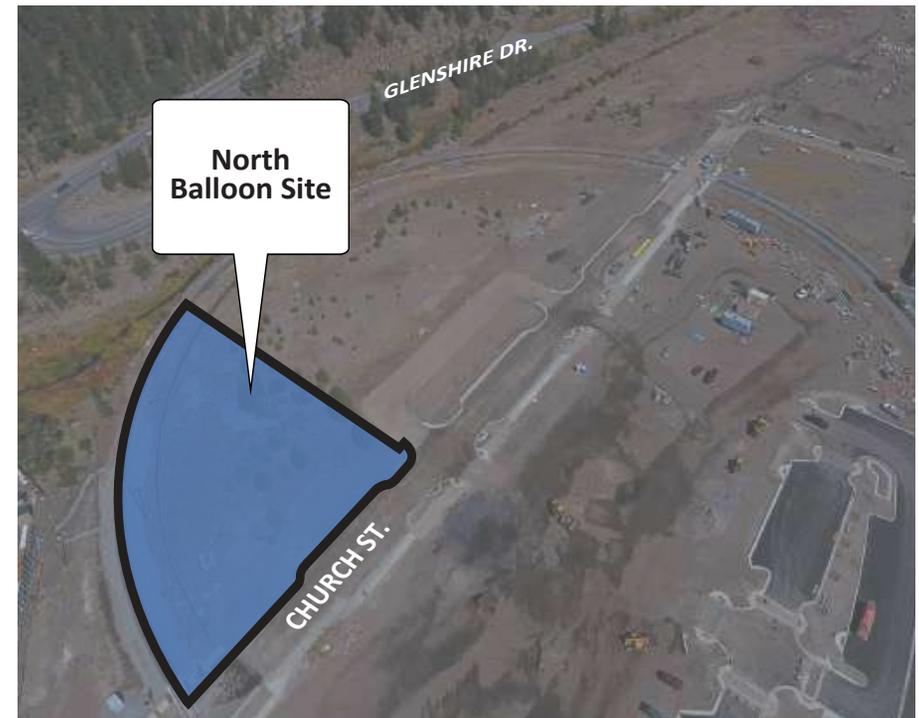


Figure 5.5: North Balloon Site Location

#### **SITE HIGHLIGHTS**

PROPOSED BUS CAPACITY: 8

PARKING COUNT: UTILIZE PLANNED  
PARKING WITHIN THE DISTRICT TO ALSO  
SERVE THE PROPOSED TRANSIT CENTER

SIZE: 0.91 ACRES



## Availability

Currently, 50,000 square feet of the northern balloon site at the railyard is available for “community/civic” uses per the Railyard Development Agreement dated July 11, 2017. Additionally, \$1,000,000 in AHSC grant funds is available for use for the construction of a transit center at this site. It’s possible that \$500,000 of this will go toward the Sustainable Transportation Infrastructure walkways and greening improvements on West River Street identified in the 2018 MOU between Neighborhood Partners, Inc. and the Town of Truckee.

## Current and Future Capacity

The proposed transit center design for the North Balloon site includes capacity for up to eight buses. This meets the requirements identified in the Transit Operations Analysis for this project dated 1/7/19 which identifies the needs to the horizon year 2040.

## Land Use Compatibility

Surrounding land uses include commercial (retail and office) space associated with the Railyard Project and is zoned DMP (Development Master Plan). The site can be accessed from downtown Truckee along Donner Pass Road via newly installed pedestrian facilities associated with the Railyard Parking Area, constructed in 2018. The Transit Center should be strategically integrated into the commercial Railyard development.

## Parking Evaluation

### Passenger/Employee

The conceptual design which uses approximately 0.91 acres does not include designated parking for the Transit Center but plans to utilize parking within the district to also serve the proposed transit center.

### Impacts to Other Parking

Due to the early development stages, there is no current parking that would be displaced by the development of the Transit Center at this

location. Development of the site might alleviate parking congestion at the current Depot site.

## Transit Route Impacts

This location is approximately a half mile east of the existing site and is located just off Donner Pass Road, the main entry and exit point into downtown.

### Amtrak Thruway Bus/Greyhound

The Amtrak/Greyhound bus service is recommended to stay in the current location at the Depot site. **Impact – Zero**

### North Lake Tahoe Express (NLTE)

The North Balloon Track location should not have a significant impact on the NLTE route. The buses, both directions of travel, already pass within one-quarter mile of this location. Assuming that there are no significant traffic light, roundabout, or roadway geometry issues within the development, there should be no appreciable impact on the NLTE route and no change in NLTE operating costs or running times. **Impact – Zero**

### Placer TART

Both Routes 89 and 267 currently have their terminal points at the Depot. Moving the terminal point from the Depot to the North Balloon Track will add approximately one mile to each roundtrip and approximately four minutes of additional roundtrip running time. This running time estimate assumes that buses will be able to easily travel the roads within the new development. If the roads are slow (e.g., if they are structured along the lines of significant road diets) then the roundtrip running time could increase by as much as an additional two minutes.

For now, we will assume that the two routes will be able to move their terminal points to the North Balloon Track with no significant impact on roundtrip cycle times or operating costs. Why? Because each route currently has a large amount of layover and recovery time at the Depot. Route 89 has 20 minutes and Route 267 has 10 minutes. Some of this layover/recovery could be used to cover the



extra distance to a new terminal at the North Balloon Track. **Impact – Zero to minor**

#### Truckee Thursdays/Holiday Shuttles

There will be no impact on this service as these routes are intended solely to bring people from the neighborhoods into downtown for a seasonal event. These routes do not need to be modified or moved to have a pulsed/timed connection at the North Balloon Track site.

**Impact – Zero**

#### Truckee TART

The 2017 Truckee Long Range Transit Plan assumes that a pulse system will be used for the proposed five-route local network. Four of the five proposed routes will be driving very near the North Balloon Track via Donner Pass Road. For those four routes, deviating off Donner Pass Road into the North Balloon Track to serve a timed transfer center shouldn't have much of an impact on operations or roundtrip running times as the additional roundtrip distance added to each route should be less than a half mile. Given that the proposed routes will operate on hourly headways, and that they will have layover and recovery time scheduled for each trip at a transit center, there should not be a problem moving the transit center to the North Balloon Track. Layover and recovery can be modified to accommodate the slightly shorter and/or longer trips for the four routes.

The Tahoe Donner Route might have an issue as it will now be stretched further east for approximately one additional mile per roundtrip. It is difficult to know how much of an impact this could be without actually having an existing route design and schedule to review. However, it is possible the impacts of a longer route can be made negligible depending upon how Truckee TART might choose to interline routes. Moving to the North Balloon Track is unlikely to create any operational issues for Truckee TART that cannot be addressed via operational tweaks. **Impact – Zero to Minor.**

**Overall Operational Impact – Zero to Minor**

### **General Circulation Impacts**

Relocating the majority of transit services to the North Balloon Track site would reduce the number of buses and personal vehicles traveling on Donner Pass Road in Downtown Truckee to and from the existing Depot site. Diverting transit vehicles and cars to the North Balloon Track could reduce traffic congestion on Donner Pass Road between Spring Street and Bridge Street.

Relocation of the transit center to the North Balloon Track would bring buses and personal vehicles into the Railyard, potentially increasing traffic along Church Street and the eastern extension of Donner Pass Road. Additionally, transit center users may park outside of the new transit center and cause parking impacts in nearby areas.

### **Accessibility**

The North Balloon Track site is located approximately 0.5 miles from the existing transit Depot and the surrounding Downtown Truckee businesses and will add a significant walking distance for potential users although TART will maintain a bus stop in Historic Downtown Truckee.



Figure 5.6: Truckee Railyard North Balloon Site



### 5.2.3 Donner Pass Road Railyard Site

The Donner Pass Road Railyard Site is located within the Truckee Railyard Master Plan Area between Donner Pass Road Extension to the north, existing railroad tracks to the south, Truckee Way to the west, and Roundhouse Way to the east. This site was designated in the Railyard Development Agreement as part of the downtown Extension district.

The 1.24 acre site is currently designated as parking within the Truckee Railyard Master Plan Area. 100 of the existing 119 parking spaces would be repurposed with the development the Transit Center at this location, leaving 19 parking spaces, shown in Figure 5.8. Most transit users who drive to the Transit Center would need to park in the adjacent planned parking areas associated with the Railyard Project.

Relocating the Transit Center to the Donner Pass Road Railyard Site would address traffic circulation concerns while keeping all transit downtown. Located approximately 0.35 miles from the existing Depot site downtown, the Donner Pass Road Railyard site would be convenient for transit riders wishing to walk to downtown Truckee businesses or the Depot for access to Amtrak and Greyhound transit options. Similar to the North Balloon site, relocating transit services to the Donner Pass Railyard site would divert buses and personal vehicles from traveling to the existing Depot site on Donner Pass Road, thus potentially alleviating traffic congestion in downtown Truckee. Amtrak Passenger Rail, Amtrak Thruway Bus, and Greyhound would stay at the Depot with regular routes from the North Balloon Track site to the existing Depot. Traffic circulation issues are discussed in detail in Chapter 3.



Figure 5.7: Donner Pass Road Railyard Site Location

#### **SITE HIGHLIGHTS**

PROPOSED BUS CAPACITY: **8**

PARKING COUNT: **19**

EXISTING PARKING COUNT: **119**

SIZE: **1.24 ACRES**



### Availability

Currently, 1.24 acres of the railyard area is available as part of the Downtown Extension district in the Railyard Development Agreement dated July 11, 2017. However, the designated location in the agreement is in the North Loop location. An exchange agreement would need to be negotiated in order to determine feasibility of using this parking site as an effective location for the Transit Center.

### Current and Future Capacity

The proposed transit center concept design for the Railyard Parking site includes capacity for up to eight buses. This meets the requirements identified in the Transit Operations Analysis for this project dated 1/7/19 which identifies the needs to the horizon year 2040.

### Land Use Compatibility

Surrounding land uses include commercial (retail and office) space associated with the Railyard Project and is zoned DMP (Development Master Plan). The site is conveniently accessible from downtown Truckee along Donner Pass Road via newly installed pedestrian facilities associated with the Railyard Parking Area, constructed in 2018. The Transit Center should be strategically integrated into the commercial Railyard development.

### Parking Evaluation

#### Passenger/Employee

The conceptual design which uses approximately 1.24 acres does not include designated parking for the Transit Center but plans to utilize parking within the district to also serve the proposed transit center.

#### Impacts to Other Parking

119 parking spots would be repurposed with the development of the Transit Center at this location. Development of the site will alleviate some parking congestion at the current Depot site.

### Transit Route Impacts

This location is approximately a third of a mile east of the existing site and is located just off Donner Pass Road, the main entry and exit point into downtown.

#### Amtrak Thruway Bus/Greyhound

The Amtrak/Greyhound bus service is recommended to stay in the current location at the Depot site. **Impact – Zero**

#### North Lake Tahoe Express (NLTE)

The Railyards location should not have a significant impact on the NLTE route. The buses, both directions of travel, already pass within one-quarter mile of this location. Assuming that there are no significant traffic light, roundabout, or roadway geometry issues within the development, there should be no appreciable impact on the NLTE route and no change in NLTE operating costs or running times. **Impact – Zero**

#### Placer TART

Both Routes 89 and 267 currently have their terminal points at the Depot. Moving the terminal point from the Depot to the Railyard Parking site will add approximately .75 miles to each roundtrip and approximately three minutes of additional roundtrip running time. This running time estimate assumes that buses will be able to easily travel the roads within the new development. If the roads are slow (e.g., if they are structured along the lines of significant road diets) then the roundtrip running time could increase by as much as an additional one and a half minutes.

For now, we will assume that the two routes will be able to move their terminal points to the Railyard Parking site with no significant impact on roundtrip cycle times or operating costs. Why? Because each route currently has a large amount of layover and recovery time at the Depot. Route 89 has 20 minutes and Route 267 has 10 minutes. Some of this layover/recovery could be used to cover the extra distance to a new terminal at the Railyards **Impact – Zero to minor**



### Truckee Thursdays/Holiday Shuttle

There will be no impact on this service as these routes are intended solely to bring people from the neighborhoods into downtown for a seasonal event. These routes do not need to be modified or moved to have a pulsed/timed connection at the Donner Pass Road Railyard Site. **Impact – Zero**

### Truckee TART

The 2017 Truckee Long Range Transit Plan assumes that a pulse system will be used for the proposed five-route local network. Four of the five proposed routes will be driving near the Railyard via Donner Pass Road. For those four routes, deviating off Donner Pass Road into the Railyard to serve a timed transfer center should note have much of an impact on operations or roundtrip running times as the additional roundtrip distance added to each route should be less than a half mile. Given that the proposed routes will operate on hourly headways, and that they will have layover and recovery time scheduled for each trip at a transit center, there should not be a problem moving the transit center to the Railyard Parking site. Layover and recovery can be modified to accommodate the slightly shorter and/or longer trips for the four routes.

The Tahoe Donner Route might have an issue as it will now be stretched further east for approximately one additional mile per roundtrip. It is difficult to know how much of an impact this could be without actually having an existing route design and schedule to review. However, it is possible the impacts of a longer route can be made negligible depending upon how Truckee TART might choose to interline routes. Moving to the Railyard Parking site is unlikely to create any operational issues for Truckee TART that cannot be addressed via operational tweaks. **Impact – Zero to minor.**

**Overall Operational Impact – Zero to minor**

### **General Circulation Impacts**

Relocating the majority of transit services to the Railyard Parking site would reduce the number of buses and personal vehicles traveling on Donner Pass Road in Downtown Truckee to and from the existing Depot site. Diverting transit vehicles and cars to the Railyard Parking site could reduce traffic congestion on Donner Pass Road between Spring Street and Bridge Street.

Relocation of the transit center to the Railyard Parking site would bring buses and personal vehicles into the Railyard, potentially increasing traffic along Church Street and the eastern extension of Donner Pass Road. Additionally, transit center users may park outside of the new transit center and cause parking impacts in nearby areas.

### **Accessibility**

The Railyard Parking site is located approximately 0.35 miles from the existing transit Depot and the surrounding Downtown Truckee businesses. The site would be convenient for those who wish to walk to local businesses from the transit center, or walk between the train station and transit center.



Figure 5.8: Donner Pass Road Railyard Site Option



# Recommendations



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## 6 Recommendations

### 6.1 Overview

Of the final three sites that were determined to be the most feasible as described in Chapter 5, the Railyard North Balloon site received the most support from the Project Advisory Committee (PAC), Truckee Downtown Merchants Association, and the Truckee community. The support for the Railyard North Balloon site was based upon multiple factors including proximity to downtown Truckee and existing Transit Depot, along with the site availability and layout. The relocation of a majority of the transit services to the Railyard North Balloon site aligns with the circulation criteria identified at the beginning of the planning process and needs analysis. Relocating the transit center would reduce the number of buses and personal vehicular traffic along Donner Pass Road in downtown Truckee, resulting in improved circulation and safety at the Truckee Depot.

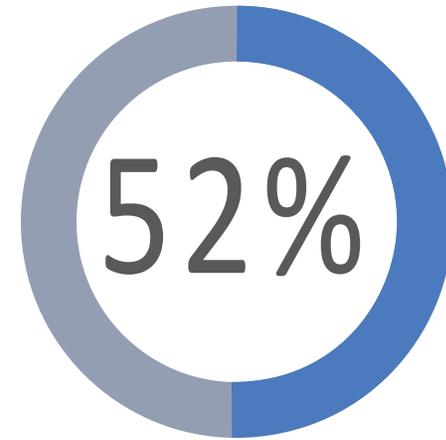
As determined in the Needs Analysis outlined in Chapter 3, the Railyard North Balloon site would accommodate eight (8) bus bays, providing room for expansion of transit services to better serve the Truckee community in the future. With Amtrak unable to move the rail service, it is recommended that the Amtrak Thruway Bus and Greyhound continue utilizing the existing Depot site to help serve those inter-regional transit services. Regional and local transit routes would provide a connection for passengers from the North Balloon Track Site to the Depot in coordination with Amtrak/Greyhound route schedules.



## 6.2 Community Input Summary

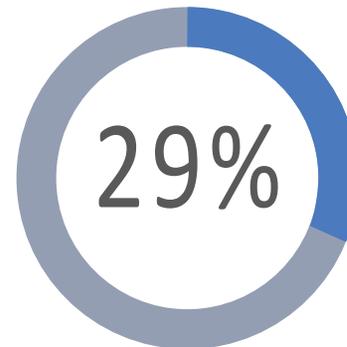
Throughout the site selection refinement many locations, amenities and potential impacts were taken into consideration. The PAC identified 15 sites in the initial project development which were then narrowed down to six final sites: Brockway, Brockway-Linear Site, Railyard- North Loop Site (Truckee Railyard North Balloon site), Railyard Parking, Railyard- Roundhouse Way, and the Truckee Depot. The PAC voted on their preferred site which resulted in the Railyard North Loop (North Balloon Track Site) receiving 8 first choice votes.

The top three sites from the PAC voting exercise, Railyard North Loop (Railyard North Balloon site), Railyard Parking (Donner Pass Road Railyard site) and Depot were presented at the Community Meeting and on the project website to gather more input. These voting opportunities and outreach efforts determined that the Truckee Railyard North Balloon Site was the most preferred location with 52% of the first-choice votes.



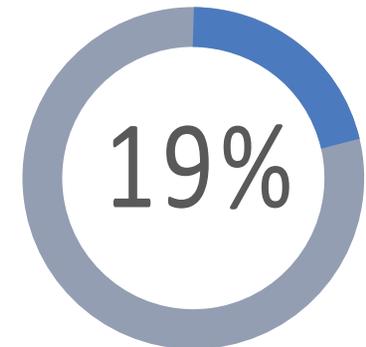
### **NORTH BALLOON SITE**

*52% of respondents marked the North Balloon Site as their first choice or preferred site for the new Transit Center.*



### **DEPOT SITE**

*29% selected the Depot Site as their 'First Choice'*



### **DONNER PASS ROAD PARKING LOT SITE**

*19% selected Donner Pass Road Parking Lot Site as their 'First Choice'*

Figure 6.1: Top Three Community Location Sites



## 6.3 Site Characteristics

### 6.3.1 Proximity to Downtown

The 0.91-acre Railyard North Balloon Site is located on the northern side of Church St. which provides easy access to downtown Truckee through newly installed pedestrian facilities associated with the Railyard development. This access to the current downtown area was a key role in determining the best site location for the new transit center. Located within the new Railyard Master Plan Project, the North Balloon Track Site provides an opportunity to be a catalyst of a new commercial hub.

### 6.3.2 Efficient Layout on Parcel

The proposed site layout allows for buses to enter the site on a one-way travel lane off Church Street with bus bays adjacent to the travel pathway, creating increased safety between pedestrians and busses when loading/unloading. This internal site circulation characteristic creates better flow and less stacking occurrences during bus arrivals and departures. The North Balloon Track Site locates the transit building in a central location in relation to the eight bus bays, with ample public open space that provide visual buffers to the surrounding land uses. The size and layout of the site allows for other community buildings to be located on the site that can house community events and services, such as a welcome center or local agency.

### 6.3.3 Parcel Availability

Per the Railyard Development Agreement, the North Balloon Track Site is available for Community/Civic land use and is zoned Development Master Plan. Being part of the new Railyard Project, the North Balloon Track Site should be integrated into surrounding land uses and development. Locating the transit center within this development will ensure residents, employees, and visitors of the Railyard Development have easy access transit, and the potential to bring more economic activity to the area.

### 6.3.4 Pedestrian and Bicycle Access

The Railyard North Balloon site proximity to downtown is intended to help promote the concept of ‘healthy streets’ which is aimed at creating a higher quality of life with fewer and shorter vehicle trips along with providing a street network with a variety of mobility options for people living or visiting downtown Truckee. Located along a proposed Class II bike route depicted in the Truckee Trails and Bikeways Master Plan, ample bicycle parking options will be provided at the new transit center to help promote pedestrian and bicycle linkages throughout Truckee.

### 6.3.5 Transit Center Amenities

Having adequate passenger, driver and staff amenities help create a successful transit center that serves both local and regional transportation needs. These amenities add values such as comfort, convenience, efficiency, and connectivity to other modes of transportation which makes the Transit Center a central hub for activity. A “core” use of the facility will be to serve as the primary public transit passenger facility for the community and accommodate staffing and other amenities.

Through professional and community input, the following list of desired amenities was developed:

- ❖ Multi-modal capabilities
- ❖ Covered waiting areas
- ❖ Covered bike racks
- ❖ Connection services
- ❖ ADA accessible
- ❖ Restrooms
- ❖ Ticket kiosks
- ❖ Heated waiting area (optional)
- ❖ Operations offices (optional)



## 6.4 Conclusion

Based upon the analyses and the conceptual design studies conducted as part of this Study, along with the input received from stakeholders, PAC members and the general public, the Railyard North Balloon site has been determined to be the best candidate for developing a new Transit Center in Truckee. The improved transit center will help fulfill the vision of downtown Truckee and the Railyard Master plan, along with reinforcing its role as a vibrant local and regional transit hub.



Figure 6.2: Preferred Site

Visitor Center

Lobby

TRUCKEE, CA.

Funding & Implementation



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## 7 Funding and Implementation

### 7.1 Project Funding

Securing funding for designing and constructing a new transit center is no small feat. There are two primary capital costs involved; property acquisition and construction. The planning level preliminary construction cost estimate for the Truckee Transit Center project is \$3.5-4.0 million based on three similar transit center projects in northern California regions over the last 10 years (Tahoe City Transit Center, Soscol Gateway Transit Center in Napa, and the Lake Transit Center in Lakeport, CA). This project, in the recommended location of the North Balloon Track has some initial momentum in getting started toward that end.

#### 7.1.1 Property Acquisition

The original Railyard Development Agreement approved by the Town of Truckee on July 11, 2017 set aside 25,000 square feet of land in the North Balloon Track parcel for community/civic use. This property is available to the Town for \$1.00 until July 11, 2023. The agreement also includes the offer of an additional 25,000 square feet of contiguous land at fair market value.

#### 7.1.2 Construction Funding

In the 2018 development agreement for the development of a new transit center (Schaffer's Mill Workforce Housing Memorandum of Understanding), the developer committed to utilizing a portion of its development grant award to fund "Sustainable Transportation Infrastructure" and "Transportation Related Amenities" improvements. This agreement positions the Town of Truckee and the Transit Center relocation with \$1,000,000 in funding for portions of the project.



## 7.2 Potential Funding Sources

The following funding sources could be utilized to develop the project to completion:

### 7.2.1 Affordable Housing and Sustainable Communities Program

Administered by the Strategic Growth Council, this program aims to make it easier for Californians to drive less by making sure housing, jobs and key destinations are accessible by walking, biking, or taking transit. The construction of the new Truckee Transit Center would be a competitive project in this program due to the designation of “high quality transit” threshold as well as the Truckee Railyard’s previous AHSC project award with Round 6 applications are due in February 2021.

### 7.2.2 Transit and Intercity Rail Capital Program

The California State Transportation Agency administers this program aimed to provide grants from the Greenhouse Gas Reduction Fund that reduce greenhouse gases in the State of California. The development of a new Truckee Transit Center meets the objectives of the program and ties to all the interregional transit options in downtown Truckee would make for a competitive project. Grant applications for the next cycle of funding will likely be due in January of 2022.

### 7.2.3 FTA 5339 – Grants for Buses and Bus Facilities Program

The FAST Act (Fixing America’s Surface Transportation Act) established \$700-\$800 million annually for projects meeting the criteria and competing for 5339 funding. The Truckee Transit Center would qualify for these funds.

### 7.2.4 FTA 5311 – Formula Grants for Rural Areas

This Federal Highway Administration program provides support to rural public transportation programs in areas with populations of less than 50,000 where residents and visitors rely on public transit to reach their destinations.

### 7.2.5 Regional Surface Transportation Program (RSTP)

RSTP funds may be used for public transportation projects and are afforded to the Nevada County region for appropriate projects. This funding program is limited, so it could supplement other funding resources in order to meet the high cost of developing the Truckee Transit Center project.

### 7.2.6 Active Transportation Program

The Active Transportation Program (ATP) is a statewide competitive funding program and is the main expected source of funds for active transportation projects in this Plan. ATP funding is sourced through Senate Bill 1 (SB1), leveraging \$100,000,000 of revenues annually from the Road Maintenance and Rehabilitation Account. The amount of funds to be allocated in Cycle 5 (2021) is expected to be \$450,000,000 statewide.

### 7.2.7 CMAQ

The Congestion Mitigation and Air Quality (CMAQ) program is an FHWA-administered program that provides funding for projects that will contribute to the attainment or maintenance of national air quality standards for ozone, carbon monoxide, and particulate matter.



## 7.3 Implementation

### 7.3.1 Pursue Funding

Pursue funding resources as defined in section 7.1.

### 7.3.2 Discussion of Owner Interest

If owners are not interested in sale, establish a joint development advisory team to guide negotiations between the Town and owner with a lease or joint development model.

### 7.3.3 Property Value Assessment and Entitlement Research

An assessment of the property should be conducted. Grant funding limits likely to be a factor in final offer. The first ranked site is located with the new Railyard District, so at this time research should be done if any special conditions or requirements will apply to the site.

### 7.3.4 Execution of Agreement

The Town of Truckee and property owner should execute a form of agreement under which conceptual planning, design and engineering can commence. This could be under an outright sale of the property, Joint Development Agreement. This step ensures that both parties are committed to move forward and protects the investment in design and engineering services.

### 7.3.5 Conceptual Master Plan

The town should create a conceptual master plan for the new transit center that establishes a vision of the facility in collaboration with the property owner (if applicable) and surrounding land uses. This private/public collaboration ensures that all parties can document their vision for the project.

### 7.3.6 Develop RFP

Depending on the outcome of how the property is sold/leased, there will be variations in this step. The conceptual master plan can serve as the basis for the Developer Request for Proposal (RFP) or if the Town forgoes the conceptual master plan, this Truckee Transit Center Relocation Feasibility Study would serve as the base document recording the Town's expectations. This request for proposal would include the development of a detailed engineer's cost estimate, environmental work (CEQA and NEPA), design and construction of the Truckee Transit Center.



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